

RIG REUNION OF MOSBY VETERANS

Interesting Exercises to Be Held To-day in Fredericksburg.

MAD DOG CAUSES SCENE

Mr. Lowry Prepares to Settle in Richmond—Moncure Declared Nominee.

(Special to The Times-Dispatch.)

FREDERICKSBURG, VA., August 30.—The reunion of Mosby's men in this city to-morrow is looked forward to with great interest by the public. The luncheon to be served at the Opera House in honor of the Mosby veterans, all Confederates of the city and surrounding counties are invited to be present. The luncheon will be served by the ladies of the city. The music for the day will be furnished by the splendid orchestra of Fredericksburg College. The spot speeches will be made by Mayor Thomas P. Wallace, Mr. Joseph Bryan, of Richmond; Hon. John Lamb, member of Congress, of Richmond; Judge J. T. Goofrick and Major J. Horace Lacy, of this city; Commander J. W. Foster, and others. The exercises at the courthouse in the afternoon, from 3 to 5 o'clock, will be open to the public, and many ladies are expected to be present. The proceedings will be largely attended.

Hon. M. K. Lowry, the newly appointed collector of internal revenue for the Richmond District, who has been in his personal property at Brooke, preparatory to moving to Richmond, to enter upon his duties on September 1st. Mr. and Mrs. Lowry will be missed in the community of Stafford, in which they have lived for years, as they have been prominent in many ways.

Mr. R. C. L. Moncure, of Stafford county, has been declared the Democratic nominee for the House of Delegates for the district composed of Stafford and King George counties. Mr. Moncure is a popular young business man, a son of Mr. Thomas G. Moncure, of Stafford, who represented that district in the recent Constitutional Convention. The Republicans have called a convention to nominate a candidate in opposition to Mr. Moncure.

Mr. J. F. Lumsden, a well known citizen of Orange county, has announced his candidacy for the House of Delegates from that county, in opposition to Captain C. C. Taliaferro, the Democratic nominee.

A dog belonging to Mr. Strother Shackelford, in Stafford county, developed hydrophobia yesterday, bit another dog belonging to Mr. Shackelford, and then attacked the children of Mr. A. J. Pyke. The dog was driven away before he bit any of the children. He then severely bit a cow, but was killed by Mr. Charles Jones before doing further damage.

Miss Kate Doggett, while riding horseback yesterday afternoon, came near having an accident. Her horse became unmanageable, backed heavily against a buggy belonging to Mr. John W. Allison, smashed the wheel, and caused the horse attached to the buggy to run off. Miss Doggett was not thrown, and finally got the horse under control. No one was hurt.

Negro's Body Found.

(Special to The Times-Dispatch.)
PETERSBURG, VA., August 30.—The body of an unknown negro man, who was found floating in the James River, about a mile below the city limits by a party of young gentlemen from Petersburg, who were in a motor launch, and was found on the Prince George side of the Appomattox and tied to a tree. An examination showed that the man had been dead for some time. Nothing was found on the body by which identification could be made.

Persons and Briefs.

Messrs. E. W. Cates, Sr., and son, E. W. Cates, Jr., of Thomasville, N. C., were in the city yesterday. They left this morning for Norfolk, where they will spend a week.

Mr. D. C. Shiplett and wife, of Roanoke, Va., are visiting in Richmond. They are stopping at Mrs. Kunkers' on West Marshall Street. Captain Shiplett is one of the most popular conductors on the Norfolk and Western Railroad, and is well known in this city.

Mr. and Mrs. F. W. Baker, of No. 310 West Grace Street, have returned from a visit to Bon Air.

Miss Blair Twilings, of Wilson, N. C., is the sister of relatives at No. 708 East Franklin Street.

EQUITABLE BOARD STOPS PENSIONS

(By Associated Press.)

NEW YORK, August 30.—The board of directors of the Equitable Life Assurance Society to-day decided to abolish the \$25,000 pension now enjoyed by Mrs. Henry B. Hyde, widow of the prospective society; also to abolish the prospective society; also to abolish the prospective society; also to abolish the prospective society.

Wm. H. Hyde, wife of the former president, who recently resigned, which she would have received in case she survived her husband.



.....DIAMONDS.....

You should see our line of Diamond Jewelry. We have the latest designs of Rings, Brooches, etc. Call and see them.

J. S. JAMES,
Jeweler and Optician,
Seventh and Main.
CASH OR CREDIT.

Congestive Chills

are the result of poor, thin blood and bad circulation. They occur more especially during the warm weather.



Duffy's Pure Malt Whiskey

makes rich, red blood and strong circulation. It aids digestion; soothes the nerves; hardens muscles; strengthens the heart's action; makes the brain clear and alert; the eye bright; step elastic, and fills one with health, vigor and action. Used exclusively for over half a century by leading doctors and hospitals whenever a pure, gentle, invigorating tonic-stimulant is called for. Absolutely pure, and contains no fusel oil.

All druggists and grocers, or direct, \$1 per bottle. Medical booklet free. Duffy Malt Whiskey Co., Rochester, N. Y.

GIVES ACCOUNT OF WRECK ON SOUTHERN

Engineer Farmer Escaped With Comparative Slight Injuries.

Investigation proves that the wreck on the Southern Railway, two miles south of South Boston, was caused by a gain of miscreants, who deliberately deranged the rails. Detectives are at work on the case.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

The wreck occurred on the Southern Railway, two miles south of South Boston, on the morning of August 29th.

The engine and tender were completely demolished. The engineer, a farmer, escaped with comparative slight injuries. The train was carrying a large number of passengers, and the wreck caused considerable delay.

THE RETURNS ARE NEARLY ALL IN

The State Committee May Meet Here Next Week.

OPEN CAMPAIGN SHORTLY

Chairman Ellyson is Sniffing the Battle From Afar.

The Democrats of Virginia are not going to allow the Republicans to gain any undue advantage over them so far as the opening of the campaign is concerned this fall, but commencing about the middle of September, there promises to be a battle royal from one end of the State to the other.

Congressman Claude A. Swanson, who is the leader of the dominant faction for Filibuster, is resting quietly at his home in Pittsylvania, and is preparing to "give the enemy the bayonet on the stump." Chairman Ellyson said last night that he now expected to call the State Committee to canvass the returns of the recent primary for next Thursday, provided the returns are in by that time.

Nearly All in Now.

He said most of them were already in, and that he had sent out dispatches which he thought would bring the rest in a few days. If the committee is not called for Thursday the meeting will go over until the following Tuesday, as Mr. Ellyson does not desire to have the members here toward the end of the week.

An interesting item resulting from the opening of the returns will be the personal of the Democratic nominees for the Legislature, few of them being known here at present.

Mr. Ellyson has most of the returns in his possession now, but under the provisions of the primary plan he cannot open them until the committee meets.

Chairman Confident.

Mr. Ellyson is confident that the Democrats will win their fight this fall, but

he will be as active and vigilant as though he were in a dangerous battle on his hands. He will invoke the aid of all the successful and defeated candidates in the recent State primary, and will no doubt have their earnest co-operation until the result is known. Both parties are well equipped with speakers this fall, but the Democrats have a decided advantage in the number of speakers they will have.

The fight for the Legislature is an important one, as all the members of the Supreme Court, one United States senator and many circuit judges are to be chosen. Within the course of a few weeks the campaign in Virginia will be in full blast.

LAYS DOWN THE LAW.

Justice John Announces New Statute—Drunks Allowed to Go.

"If a man is really ill and another man tells him so I will not convict the man for telling the truth. Now, Mr. Bauer, if you really purchased goods from the defendant here and said that you did not and he called you a liar, he is right."

So said Justice Crutcher in the case of Mr. A. McGraw, an employee of Swift's, who was charged with abusing Mr. Z. W. Taylor, a negro, who was charged with cutting McGraw's hair.

The negro man presented the side of his face where Jane's knife had operated and wanted Jane to stay away from him. He swore at her, and she swore at him, and he declared that Jane came to his room and after calling him out raked the knife across his face.

"I believe she's guilty, but the evidence here is that she was not at the place you named on the night of the cutting, and so I will not convict her."

So said the court.

Rosa Jackson, a colored girl, 25 for being disorderly on the street, and Joseph Taylor and Eddie Washington contributed \$10 each for slapping women.

All the drunks were allowed to go.

FOR AULD LANG SYNE.

Associates of Mr. Taylor Endeavor to Express Their Esteem.

Mr. Arthur H. Taylor, for a number of years connected with reportorial work on the Richmond press, last night retired from the staff of The Times-Dispatch to become the editorial writer for the Times-Herald of Newport News.

Mr. Taylor is the most widely known and intelligent of the younger political writers of the State, and it was with great reluctance that his associations here were severed.

Mr. Taylor's associates on The Times-Dispatch presented him last night with a handsome dress suit case, and the occasion was a very impressive one. The case was purchased from Messrs. O. L. Berry & Co., and is a very handsome one.

The speech presented Mr. Taylor with the case was made by Mr. S. B. Norton, managing editor of The Times-Dispatch, and Mr. Taylor responded in a vein which indicated that he was deeply touched at the token of esteem given him by the men who know him best.

Douglass Will Not Run.

(By Associated Press.)

BOSTON, August 30.—Colonel Douglass, who has been announced as a candidate for re-election, in spite of messages and personal urgent solicitations to run again, from various parts of the State, was made to-day.

JAPANESE FOREIGN COMMERCE SHOWS REMARKABLE GROWTH

Imports, Compared With Previous Year, Have Increased Over 56 Per Cent.—Position of United States.

(Special to The Times-Dispatch.)

WASHINGTON, Aug. 30.—The remarkable growth of Japanese foreign commerce during the first six months of this year, especially of the local domestic exports during the first half year in 1905 as compared with 1904, is shown in the June Monthly Return of the Foreign Trade of the Empire of Japan, which has just reached the Department of Commerce and Labor through its Bureau Statistics.

As compared with the six months figures for the previous year, the imports show the remarkable increase of 56.3 per cent., from \$25,852,000 to \$40,250,000, while exports for the same period show a relatively insignificant growth of less than 4 per cent., from \$25,400,000 to \$27,000,000.

It is of interest to note that, while the largest increases in imports are credited to the United States, the United Kingdom, and Belgium, the largest increase in exports occurs under the head of China, United States and Korea. Thus imports from the United States for the first six months of the year 1905 were \$12,321,000, as against \$12,328,000 during the same period of 1904. Imports from the United Kingdom were \$12,321,000, as against \$12,328,000 during the same period of 1904. Imports from Belgium were \$12,321,000, as against \$12,328,000 during the same period of 1904.

The exports during the same periods were \$12,321,000 as compared with \$12,328,000 during the same period of 1904. The largest increase in exports is credited to the United States, the United Kingdom, and Belgium, the largest increase in exports occurs under the head of China, United States and Korea. Thus exports to the United States for the first six months of the year 1905 were \$12,321,000, as against \$12,328,000 during the same period of 1904. Exports to the United Kingdom were \$12,321,000, as against \$12,328,000 during the same period of 1904. Exports to Belgium were \$12,321,000, as against \$12,328,000 during the same period of 1904.

The exports during the same periods were \$12,321,000 as compared with \$12,328,000 during the same period of 1904. The largest increase in exports is credited to the United States, the United Kingdom, and Belgium, the largest increase in exports occurs under the head of China, United States and Korea. Thus exports to the United States for the first six months of the year 1905 were \$12,321,000, as against \$12,328,000 during the same period of 1904. Exports to the United Kingdom were \$12,321,000, as against \$12,328,000 during the same period of 1904. Exports to Belgium were \$12,321,000, as against \$12,328,000 during the same period of 1904.

The exports during the same periods were \$12,321,000 as compared with \$12,328,000 during the same period of 1904. The largest increase in exports is credited to the United States, the United Kingdom, and Belgium, the largest increase in exports occurs under the head of China, United States and Korea. Thus exports to the United States for the first six months of the year 1905 were \$12,321,000, as against \$12,328,000 during the same period of 1904. Exports to the United Kingdom were \$12,321,000, as against \$12,328,000 during the same period of 1904. Exports to Belgium were \$12,321,000, as against \$12,328,000 during the same period of 1904.

The exports during the same periods were \$12,321,000 as compared with \$12,328,000 during the same period of 1904. The largest increase in exports is credited to the United States, the United Kingdom, and Belgium, the largest increase in exports occurs under the head of China, United States and Korea. Thus exports to the United States for the first six months of the year 1905 were \$12,321,000, as against \$12,328,000 during the same period of 1904. Exports to the United Kingdom were \$12,321,000, as against \$12,328,000 during the same period of 1904. Exports to Belgium were \$12,321,000, as against \$12,328,000 during the same period of 1904.

The exports during the same periods were \$12,321,000 as compared with \$12,328,000 during the same period of 1904. The largest increase in exports is credited to the United States, the United Kingdom, and Belgium, the largest increase in exports occurs under the head of China, United States and Korea. Thus exports to the United States for the first six months of the year 1905 were \$12,321,000, as against \$12,328,000 during the same period of 1904. Exports to the United Kingdom were \$12,321,000, as against \$12,328,000 during the same period of 1904. Exports to Belgium were \$12,321,000, as against \$12,